

Message Text

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73

ORIGIN EB-07

INFO OCT-01 ARA-06 IO-10 ISO-00 L-02 FRB-03 OMB-01 TAR-01

SP-02 AGR-05 AID-05 CIAE-00 COME-00 INR-07 LAB-04

NSAE-00 OIC-02 SIL-01 STR-04 TRSE-00 CIEP-01 CEA-01

DODE-00 DOTE-00 FMC-01 CG-00 OFA-01 DLOS-03 AF-06

EA-06 EUR-12 NEA-09 /101 R

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E.O. 11652: N/A

TAGS: EWWT, ECLA, US

SUBJECT: ECLA (16TH SESSION): PROVISIONAL AGENDA ITEM 5(V) -
CONTINGENCY PAPER ON UN CODE OF CONDUCT FOR LINER CONFER-
ENCES

PASS TO BIRNEY STOKES, MEMBER OF US DEL SUBJECT MEETING

1. PROBLEM. A CONVENTION ON A CODE OF CONDUCT FOR LINER
CONFERENCES, PREPARED UNDER THE AUSPICES OF UNCTAD, WAS
ADOPTED BY A VOTE OF 72-7 (US)-5. THE US VOTED AGAINST THE
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CODE SINCE CERTAIN MAJOR PROVISIONS OF THE CODE ARE
OBJECTIONABLE. GROUP C AS A WHOLE VOTED FOR ANDSUPPORTS
THE CODE GENERALLY SINCE ITS IMPLEMENTATION WOULD SANCTION
INTERNATIONALLY VARIOUS RESTRICTIVE CARGOPRACTICES LATIN

AMERICAN NATIONS HAVE ALREADY EFFECTED AND OFFERS, INTER ALIA, A MEANS WHEREBY THEY WILL BE ABLE TO INCREASE THEIR PARTICIPATION IN THE CARRIAGE OF THEIR FOREIGN TRADE. SINCE THE DEADLINE FOR SIGNATURE, BUT NOT RATIFICATION, OF THE CODE IS JUNE 30, 1975, IT IS NOT UNLIKELY THAT GROUP C MEMBERS MAY SPONSOR A RESOLUTION URGING EXPEDITIOUS ACTION IN SIGNING AND RATIFYING THE CODE.

2. US POSITION.

A) US DEL IN CONCERT WITH UK AND POSSIBLY DUTCH REP SHOULD

SEEK TO DISCOURAGE AND OPPOSE ANY EFFORT BY GROUP C MEMBERS TO TABLE A RESOLUTION. (FYI. FRANCE VOTED FOR CODE AND CAN BE EXPECTED TO SUPPORT ANY RESOLUTION; CANADA ABSTAINED, BUT RECENT ACTION IN OECD FAVORING POSITIONS OF MEMBERS WHO SUPPORT CODE LEADS US TO BELIEVE U.S. CANNOT COUNT ON CANADIANS FOR SUPPORT. END FYI.)

B) IN THE EVENT A RESOLUTION IS TABLED, US DEL SHOULD VOTE AGAINST IT, CITING FACT THAT U.S. POSITION AGAINST CODE IS WELL-KNOWN AND REASONS THEREFOR ARE SET FORTH IN U.S. CLOSING STATEMENT IN THE REPORT OF THE UN CONFERENCE ON THE SECOND PART OF ITS SESSION TD/CODE/10 (VOL. I), PAGES 115-121, INCLUSIVE. SEE PARA 4 BELOW FOR SPEECH MATERIAL.

3. BACKGROUND:

A) SEE STATE A-5007 OF JUNE 19, 1974.

B) ADDITIONALLY, TO BE IMPLEMENTED AT LEAST 24 COUNTRIES WITH AT LEAST 25 PERCENT OF WORLD LINER TONNAGE MUST RATIFY THE CODE. JUNE 30, 1975 SIGNATURE DEADLINE, HOWEVER, IS LARGELY SYMBOLIC SINCE RATIFICATION AND ADHERENCE TO CODE CAN TAKE PLACE THEREAFTER. NEVERTHELESS, U.S. IS CONCERNED THAT SHOULD A SIGNIFICANT NUMBER OF COUNTRIES SIGN BEFORE THE DEADLINE (PARTICULARLY KEY GROUP B AND C NATIONS), THIS COULD HAVE A SNOWBALL LIMITED OFFICIAL USE LIMITED OFFICIAL USE

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EFFECT BY INFLUENCING OTHERS TO SIGN. FROM U.S. STANDPOINT, THIS WOULD BE AN UNDESIRABLE DEVELOPMENT AND COULD CREATE MOMENTUM TOWARDS IMPLEMENTATION OF CODE. TO DATE, ONLY 8 COUNTRIES HAVE SIGNED, BUT NOT RATIFIED (ALL SIGNED SUBJECT TO RATIFICATION). ECUADOR AND GUATEMALA ARE THE ONLY GROUP C MEMBERS WHO HAVE SIGNED SO FAR.

C) WE ARE NOT CERTAIN WHETHER SEVERAL GROUP C COUNTRIES, BRAZIL AND ARGENTINA IN PARTICULAR, WOULD SUPPORT ANY RESOLUTION ON THE CODE. BOTH HAD STRONG RESERVATIONS ON CERTAIN CODE PROVISIONS, PARTICULARLY THE ONE RE-

QUIRING A 15-MONTH FREEZE BETWEEN FREIGHT RATE INCREASES. MOREOVER, THE DEGREE TO WHICH GROUP C COUNTRIES SUPPORT THE MANDATORY 40-40-20 CARGO SHARING PROVISIONS IS UNCLEAR SINCE MANY HAVE LEGISLATION REQUIRING A 50/50 SPLIT (I.E. ARGENTINA, PERU, VENEZUELA AND BRAZIL IN CERTAIN TRADES).

4. SPEECH MATERIAL. U.S. CLOSING STATEMENT AND VARIOUS OTHER MATERIALS ARE CONTAINED IN STATE A-5007. US DEL SHOULD DRAW ON THEM AS NECESSARY. KISSINGER

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